

# Memorandum



**Date:** June 5, 2013

**To:** Honorable Chairwoman Rebeca Sosa and Members  
Board of County Commissioners

**From:** Carlos A. Gimenez  
Mayor

**Subject:** 2013 Transportation Summit: Update on Transportation Initiatives



Pursuant to your request at the May 7, 2013 Board of County Commission (Board) meeting for an update of transit initiatives (Legistar # 130483) and the North and East-West Corridors since 2002, please see attached the 2013 Citizens' Independent Transportation Trust (CITT) 5-Year Implementation Plan Status Tables and the 2012 Miami-Dade Transit (MDT) Transit Development Plan.

In 2010, the Board approved an Ordinance establishing a 5-Year Implementation Plan. This annual plan includes the most current information on all of the People's Transportation Plan (PTP) funded projects for MDT, Public Works and Waste Management (PWWM) and 33 participating municipalities. Specifically, the 5-Year Plan updates the community-at-large on a broad range of transit projects including: Metrobus improvements; bus stop signage program and system-wide technology implementation; Metrorail system enhancements; corridor extensions; improved traffic signalization; neighborhood roadway improvements (i.e., resurfacing, sidewalks, drainage) and the expansion of municipal circulators.

The 2013 Update of the 5-Year Plan, which was approved by the CITT in April 2013, is now scheduled to be presented at the July Transportation & Aviation Committee (TAC) and the July Board. However, the updated 2013 Status Tables (A - D), which provide the latest updates on all of the PTP-funded projects, is referenced below and included as part of this report (Attachment 1).

For a description of all of the PTP projects which have been completed, Table A, which begins on page 14, provides both brief descriptions and funding information. Of significant note, the AirportLink, or Orange Line, is 100% complete and opened for revenue service July 2012. Table B, on pages 17-21, provides the current status of active PTP projects in development. Among other projects, this would include the incorporation of technology at bus stops and Metrorail stations. For the status on partially active/partially funded PTP projects, like Metrorail Station refurbishments, Table C can be found on page 22. Finally, projects which have been deleted (or deferred) and are unfunded are contained in Table D and include the Rapid Transit Corridors. More detailed information on all projects is provided throughout the 5-Year Plan, including the North and East-West Corridors.

While the 5-Year Plan provides an update on all PTP projects, the MDT Transit Development Plan, or TDP, is an annual update which presents the operational and capital improvement needs of the Department and also serves as a planning tool to project future MDT needs for the execution and operation of both transit service and capital needs for a 10-year horizon. The TDP, which is a requirement of the State of Florida Public Transit Block Grant Program, is prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County capital budget as approved by the Board. Correspondingly, last year's accomplishments compared to the original program, revisions to the implementation plans, revised financial plans, added recommendations, analyses of any discrepancies and a revised list of projects or services updates for all MDT projects—both PTP and non-PTP funded—are contained in the TDP.

The 2013 TDP is currently under development and is slated for Board approval this September. Therefore, the 2012 TDP is the most recently approved Plan and is provided as a link for your reference. In last year's TDP, information on the overall system (Metrobus, Metrorail, Metromover and Special Transportation Services (STS) is covered in Chapter 2.

Capital improvements, which would include the park and ride facilities (which are non PTP-funded) and system-wide safety and security upgrades, begin on page 4-1. Chapter 7 provides a ten year look-ahead for fiscal years 2013 - 2022 and covers infrastructure renewal needs, recommended service plans for Metrobus and Metrorail, alternative fuels and capital improvements. Finally, Chapter 8 details the estimated costs and financial resources required in order to maintain the existing levels of service and plan new service; more commonly referred to as the Pro Forma.

In addition to the attached, as requested is the latest information on both the North and East-West corridors and their integration, as enhanced bus service alignments, into the overall system.

In 2009, after the County determined that it was not financially feasible to pursue heavy rail along the Premium Transit Corridors as approved in the PTP, MDT began looking at more affordable, cost effective alternatives and incremental improvements along the NW 27th Avenue and SR 836 corridors. In coordination with the Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), Miami-Dade Metropolitan Planning Organization (MPO), Miami-Dade Expressway Authority (MDX) and other key partners, MDT sought to identify funding opportunities which would support the development and implementation of bus rapid transit projects. These professional collaborations resulted in the NW 27th Avenue Enhanced Bus Service Project and the SR 836 Express Enhanced Bus Service Project.

Regarding the North Corridor, FDOT was able to fund the design, right-of-way acquisition, and construction of the NW 27th Avenue Enhanced Bus Service Project beginning in Fiscal Year 2014. In the interim, MDT and the MPO have been working on the planning phase for the project. As part of the planning phase and the National Environmental Policy Act (NEPA) requirement, MDT is preparing the requisite environmental planning documents. Once approved by the FTA, the project can move forward to the design phase; as NEPA is expected to be completed in the summer of 2013. In addition, MDT has already started the procurement process for a design consultant, with the design phase forecasted to begin the first quarter of 2014.

Phase 1 of this project's overall system integration was implemented in July 2012 as the Route 297 - 27th Avenue Orange MAX. However, the long-term improvements, as the NW 27th Avenue Enhanced Bus Service Project, will be completed by 2017 and coincide with MDT's scheduled November 2017 Line-up. Service characteristics are currently being refined, however passenger amenities for the project will include: robust bus stations spaced approximately one mile apart; free WiFi on buses; Real-time "Where is the Bus?" information at stations and available on smart phones and the internet; "Next Bus" signs at stations; and Transit Signal Priority (TSP) along NW 27th Avenue.

Like the North Corridor, when it became apparent that the County could not deliver the heavy rail service along the East-West Corridor due to funding, MDT began working with FDOT and MDX to develop and implement an affordable transit alternative—the SR (State Road) 836 Bus Service Project. Together with the Florida Department of Transportation (FDOT), MDX is working on a reconstruction project of the SR 826/SR 836 Interchange. This project will lead to reduced travel time for drivers, direct



connection to these roadways, installation of new technology, new bridges, beautification of the roadway and is scheduled for completion by late 2015. Additionally, FDOT's reconstruction of SW 107th Avenue between SW 8th St and West Flagler Street is scheduled to open for traffic by mid/late 2017. FDOT has agreed to convey a vacant parcel of land (approximately 8 acres) located on the southwest corner of SW 8th Street and SW 147th Avenue - subject to MDT securing funding for construction of a park-and-ride/transit terminal station and obtaining the required planning and zoning, environmental clearance, and permitting approvals.

In addition, as part of the NEPA requirement, MDT and MDX, are preparing the Categorical Exclusion document. Once approved by the FTA, the project can move forward to the design phase.

NEPA is expected to be completed by the summer of 2013. Due to the construction of the SR 826/836 Interchange, there are no short-term bus improvements scheduled for this alignment. However, the planned long-term improvements for the SR 836 Express Enhanced Bus Service Project are also slated to coincide with the department's November 2017 Line-up.

As land uses and ridership build on both the North and East-West corridors, service frequencies may be enhanced which presents an opportunity to implement full Bus Rapid Transit (BRT) service with dedicated lanes over the next ten to fifteen years. The key to funding full BRT for these Corridors is obtaining funding commitments from Local, State, and Federal government agencies.

Finally, as projects in Exhibit 1 of the PTP continue to develop or change based on capacity and identified funding resources, including the Rapid Transit Corridors, both the 5-Year Implementation Plan and the TDP will be updated to reflect those realities.

The CITT will provide a presentation highlighting all of the accomplishments and status of the implementation of the PTP at the June 6, 2013 Transportation Summit.

#### Attachments

c: Alina T. Hudak, Deputy Mayor  
Ysela Llort, Director, Miami-Dade Transit  
Charles Scurr, Citizens' Independent Transportation Trust